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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/712,283	11/14/2003	Michael Frid		9325
7590 10/31/2005			EXAMINER	
Ilya Zborovsky			JOHNSON, VICKY A	
6 Schoolhouse	Way			
Dix Hills, NY 11746			ART ÚNIT	PAPER NUMBER
			3682	

DATE MAILED: 10/31/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

	Application No.	Applicant(s)				
	10/712,283	FRID ET AL.				
Office Action Summary	Examiner	Art Unit				
	Vicky A. Johnson	3682				
The MAILING DATE of this communication app Period for Reply	ears on the cover sheet with the	correspondence address				
A SHORTENED STATUTORY PERIOD FOR REPLY WHICHEVER IS LONGER, FROM THE MAILING DA - Extensions of time may be available under the provisions of 37 CFR 1.13 after SIX (6) MONTHS from the mailing date of this communication. - If NO period for reply is specified above, the maximum statutory period w - Failure to reply within the set or extended period for reply will, by statute, Any reply received by the Office later than three months after the mailing earned patent term adjustment. See 37 CFR 1.704(b).	ATE OF THIS COMMUNICATION (a) In no event, however, may a reply be to the second will expire SIX (6) MONTHS from the cause the application to become ABANDON	N. mely filed n the mailing date of this communication. ED (35 U.S.C. § 133).				
Status						
1) Responsive to communication(s) filed on		- ,				
	action is non-final.					
3) Since this application is in condition for allowar		osecution as to the merits is				
closed in accordance with the practice under E		1				
Disposition of Claims						
4)⊠ Claim(s) <u>1-5</u> is/are pending in the application.	•					
4a) Of the above claim(s) is/are withdraw	4a) Of the above claim(s) is/are withdrawn from consideration.					
5) Claim(s) is/are allowed.	<u> </u>					
6)⊠ Claim(s) <u>1-5</u> is/are rejected.						
7) Claim(s) is/are objected to.						
8) Claim(s) are subject to restriction and/or	election requirement.					
Application Papers						
9) The specification is objected to by the Examiner	t.					
10)⊠ The drawing(s) filed on 14 November 2003 is/ar		ted to by the Examiner.				
Applicant may not request that any objection to the o	,	•				
Replacement drawing sheet(s) including the correcti	*** *					
11)☐ The oath or declaration is objected to by the Ex						
Priority under 35 U.S.C. § 119						
12) Acknowledgment is made of a claim for foreign	priority under 35 U.S.C. § 119(a	n)-(d) or (f).				
a) ☐ All b) ☐ Some * c) ☐ None of:						
<u> </u>	1. Certified copies of the priority documents have been received.					
2. Certified copies of the priority documents	• •					
3. Copies of the certified copies of the prior	•	ed in this National Stage				
application from the International Bureau	• • • • • • • • • • • • • • • • • • • •					
* See the attached detailed Office action for a list of	of the certified copies not receiv	ed.				
Attachment(s)	_					
1) Notice of References Cited (PTO-892)	4) Interview Summar Paper No(s)/Mail D					
2) Notice of Draftsperson's Patent Drawing Review (PTO-948) 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) Paper No(s)/Mail Date		Patent Application (PTO-152)				

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DETAILED ACTION

Claim Rejections - 35 USC § 102

1. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless -

- (b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States
- 2. Claims 1-4 are rejected under 35 U.S.C. 102(b) as being anticipated by Gresham (US 3,224,294).

Gresham discloses a speed control system for a vehicle comprising a pedal (12) displaceable by a foot of a user's leg so as to influence a corresponding action applied to a vehicle engine, and thereby to increase and to reduce a vehicle speed; and an additional pedal (88) which is spaced from and operatively connected with such first mentioned pedal, so that when one of said pedals is acted upon by the user's foot, the other of said pedals is also displaced, one of said pedals being located in an area reachable by a foot of a user's right leg, while the other said pedal being located in an area reachable by a foot of a user's left leg (see Fig 1); and means (14) for operatively connecting said two pedals with one another so as to provide their substantial movement.

Re claim 2, a braking pedal (80) for braking the vehicle, said pedals being spaced from one another in a horizontal direction and being located at both sides of said braking pedal as considered in the horizontal direction (see Fig 1).

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Re claim 3, where said connecting means (14) include a mechanical connection which mechanically connects said pedals to one another (see Fig 1).

Re claim 4, said mechanical connection includes a substantially horizontal rod (14) pivotally attachable to a vehicle and two transverse extensions (36, 86) extending from ends of said rod and each associated with a respective one of said pedals (see Fig 1), so that when one of said pedals is displaced, the corresponding one of said extensions is turned and through the rod the turning of one of the extensions is transmitted to the another of said extensions so that said other extension is also turned and displaces the other pedal (see Fig 1).

3. Claims 1-3 and 5 are rejected under 35 U.S.C. 102(b) as being anticipated by Kaul (US 3,543,606).

Kaul discloses a speed control system for a vehicle comprising a pedal (12) displaceable by a foot of a user's leg so as to influence a corresponding action applied to a vehicle engine, and thereby to increase and to reduce a vehicle speed; and an additional pedal (40) which is spaced from and operatively connected with such first mentioned pedal, so that when one of said pedals is acted upon by the user's foot, the other of said pedals is also displaced (see Fig 1), one of said pedals being located in an area reachable by a foot of a user's right leg (see Fig 1), while the other said pedal being located in an area reachable by a foot of a user's left leg (see Fig 1); and means (22, 24) for operatively connecting said two pedals with one another so as to provide their substantial movement.

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Re claim 2, comprising a braking pedal for braking the vehicle (col. 1 lines 30-41), said pedals being spaced from one another in a horizontal direction and being located at both sides of said braking pedal as considered in the horizontal direction (see Fig 1).

Re claim 3, said connecting means include a mechanical connection which mechanically connects said pedals to one another (see Fig 1).

Re claim 5, each of said pedals is provided in a slidable guide (38, 20) in which a corresponding one of said extensions can slide during displacement of said pedals (see Fig 1).

Conclusion

4. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

4,587,865	Winner	(dual pedals)
3,108,489	Self	(dual pedals)
3,199,269	Kaul	(dual pedals)
5,168,771	Fujimori	(dual pedals)
5,839,326	Song	(dual pedals)
4,312,246	Barresi	(dual pedals)
3,943,795	Kenney	(dual pedals)

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Any inquiry concerning this communication or earlier communications from the examiner should be directed to Vicky A. Johnson whose telephone number is (571) 272-7106. The examiner can normally be reached on Monday-Friday (7:00a-3:30p).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, David A. Bucci can be reached on (571) 272-7099. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Vicky A. Johnson

Examiner Art Unit 3682